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Correspondents must forward their names and ad-
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 5th, 1906.

In the *Empire Review* for May, there
appeared an article written by Sir CHARLES
BRUCE upon a subject which has often been
discussed and which will before long have
to be dealt with in some effective form,
namely, the manner in which the Crown
Colonies can be best dealt with by the
Colonial Office. The complaint is made,
and not without reason, that there is a
great deal of ignorance which might easily
be avoided about matters not only in Crown
Colonies but also in those having responsible
Government, and that the Colonial
Secretary is really dependent chiefly upon
information and advice given to him by junior
clerks in the Office. This is probably an
exaggeration of the true state of affairs, as
the information in question no doubt takes
the form of calling attention to such matters
as are on record, which is the ordinary form
of procedure, and not peculiar to the
Colonial Office. It can hardly be supposed
that the juniors undertake to decide points
that may arise themselves. But, admitting
this, there is still no doubt that there is a
want of grasp at headquarters of the bearing
of matters connected with the Colonies
and it is of great importance to the interests
both of the Colonies and of the Empire that
this state of things should be remedied.
This is especially the case in regard to
Crown Colonies, for the due management
of which the Imperial Government is
directly responsible.

It may be confidently expected that
some arrangement will have to be made
at home with a view to improving Colonial
administration generally, but what form

this will take will have to be settled
by experience. The first steps will most
likely be only of a tentative character
and will not bind the Home Government
definitely to any kind and fast system until
trial has been made as to what is likely to
prove most effective. It is very easy to
arrange for matters of this description upon
paper, but it would be manifestly imprudent
to adopt any new scheme in a way which
would make it difficult to modify it or to
discontinue it altogether should it not
prove by practice to work satisfactorily.
We make no doubt that the first steps that
will be taken will only be as a means of
putting matters in such a train that a
complete system may be developed in
accordance with what proves to be desir-
able, and that any heroic measures for a
complete change in existing arrangements
will not commend itself for adoption.

One scheme which was proposed is very
justly objected to by Sir CHARLES BRUCE.
It was proposed that the governors of
Crown Colonies should spend half the year
within the walls of the Colonial Office, such
governors still remaining the working
heads and personally responsible for the
administration of their respective Colonies.
Upon this, Sir CHARLES BRUCE pertinently
observes: "I am at a loss to understand
how the presence of a responsible governor
in any intelligible interpretation of the
term 'within the walls of the Colonial
Office' is consistent with the constitutional
position of the Secretary of State." He
also points out that the duties of a governor
involve deciding at once upon many ques-
tions that may arise. Such a plan would
manifestly be unworkable even upon
purely official grounds; but it is also
pointed out that "apart from all questions
of departmental duties and routine, and far
above them, is the personal influence of the
governor, which can be gained in no other
way than by tact, judgment and sympathy
exercised daily and hourly, in a spirit of
unselfish devotion to the interests of the
Colony and of impartial justice to all
classes of the community."

The truth of these remarks will be
recognised by all who have had experience
as residents in any Crown Colony. In
practice, however, the matter goes even
farther than this. It is often very
important for the Colonial Office itself to be
fortified by a direct expression of opinion
from the responsible governor on the spot.
Such a declaration is frequently a complete
reply to factitious interference by bodies such
as the Aborigines Protection Society, the
Anti-Opium Society, the Anti-Chinese
Labour party, and others of the same class.
The definite statement from the governor
of the Colony concerned is in such cases
a very valuable and legitimate weapon in
the hands of the Colonial Office. If, how-
ever, the Colonial governors were at home
in the manner proposed, instead of at their
posts, they would have far less power to
hold their own against this kind of inter-
ference than they (or even their deputies in
their absence) have as the responsible
administrators on the spot. In the latter
position they become as it were skilled
witnesses, and their opinions are accorded
the authority that is due to them as such,
which would not be the case were they only
consulted by the Colonial Office at home.

After dealing with the need for outside
institutions being connected with the
Colonial Office to supply technical infor-
mation, the writer recommends that the heads
of such departments should receive the
status of Assistant Under-Secretaries and
should form an Advisory Board in
conjunction with other members selected on
principles analogous to the Council of
India—or the "additional members" to the
Council of the Governor-General of India.
He advocates that it should be an absolute
condition that those eligible for the
position should have held responsible office
in Crown Colonies for a period of not less
than ten years. With this last suggestion
we imagine few in the Colonies will agree.
The condition might well be that the
members had been resident in a Crown
Colony for at least ten years, but few will
consider that it is advisable to restrict the
selection to persons who have held
"responsible office". This would in fact
exclude some of the most valuable people
to whom Government could have recourse
for advice, among them in this Colony at
least gentlemen who have been unofficial
members of the Legislative Council, of
whom there are always a certain number
at home, whose advice and experience
would be precisely that which is most
wanted. There are also many who
may not have taken any part in public
affairs out here who nevertheless
would be very valuable as advisers

at home; and it would be a pity
to exclude them from eligibility to serve
upon an advisory body such as is suggested.
As a matter of fact such persons are in one
way or another constantly consulted by the
Government, when opportunity offers; and
there can be no reason, if an officially
recognised body of advisers is to be con-
stituted, why they should be excluded
in favour exclusively of ex-officials.
The institutions which Sir CHARLES BRUCE
suggests should be recognised, as above
stated, as Departments of the Colonial
Office are the Crown Agents, and the agents
of Medical, Botanical and Technical Intelli-
gence—the last two being some such
institutions as the London and Liverpool
Schools of Medicine, and the Director of
Kew Gardens respectively. The assistance
of such persons would of course be of great
value, but this would not be by any means
all that is required. What is wanted is a
scheme which will centre round the Colonial
Office all the best information that is avail-
able not only upon questions of development
and the like, but upon the ordinary current
affairs in the different Colonies; and in
order to secure this end it would be well
that the proposed Advisory Council should
be constituted upon a sufficiently broad basis
to secure the services of all persons having
an intimate knowledge of Colonial matters,
even though they do not happen to be
presidents of any special institution, or
ex-officials.

There were three plague cases yesterday,
bringing the total to 847.

The English Mail of the 2nd June was
delivered in London on the 30th June.

Henry Shaw, eleven years old, of Wash-
ington, U.S.A., recently shot and killed William
Pantroy, a negro, who was trying to steal one
cigar from his father's shop.

One hundred deportees from Saigon, who
arrived here by the *ss. Derwent* yesterday, were
marched to the Central Police Station, where
they will be guarded until they can be for-
warded to their homes in China.

Mr. W. Simpson Cross, of Liverpool, des-
patched from his Zoological Park at Southport,
on June 2nd the building "Duke", which he
is sending as a present to the Emperor of Japan
as a memento of the Japanese sailors' visit to
Southport.

A remarkable bowling feat is recorded from
home. In a match between Camberwell
Grammar School and Manor House School
on the ground of the latter, E. P. Martin, for
Camberwell, took all 10 wickets for no runs
and performed the "bat trick".

At the present day, says the *Practitioner*,
illness is a much more costly affair than it was
when the ubiquitous microbes were undreamt of,
and the new nurse had not come on the scene.
Only the wealthy can afford all the luxuries of
modern surgery and hygiene, which are given
by the hospitals to the poor for nothing.

On June 22nd, a rumour prevailed in Singa-
pore, and continued to prevail next day, that
the award had been given by the Tunjong
Pagar Dock Arbitration Court and the amount
per share was actually named. The figure was
\$540. The *Strait Times* telegraphed to London
and learned that no award had been made.

The matches between Nottingham and Essex
and Sussex and Hampshire were drawn. Leam-
ington has beaten Kent by ten wickets. Yorkshire
has beaten Derbyshire by 31 runs. Surrey has
beaten Leicestershire by 119 runs. Warwick-
shire has beaten Northamptonshire by ten
wickets, at Peterborough. Middlesex has
beaten Cambridge by 189 runs, at Cambridge.

A London paper tells a story of the late
Rev. S. Baring-Gould and his very popular
hymn, "Onward, Christian Soldiers." When
Mr. Baring-Gould wanted to have it sung
in his own church, his bishop, who had
an overpowering dread of any form of
ritualism, objected owing to the two lines,
"With the Cross of Jesus going on before."
The author, therefore changed the last two
words to "Left behind the door." This made
the bishop so angry that he dismissed Mr.
Baring-Gould, who was appointed by Mr.
Gladstone to another living.

The New York *Evening Sun* in discussing
the decision of the United States Supreme
Court holding the exclusion of Anarchists to be
constitutional, says: "In committing the
colossal blunder in attempting to murder a
woman belonging to the British Royal Family,
the Anarchists showed an utter lack of gratitude
for the tolerance that made British territory
their place of refuge. So long as one great
nation refused to act with the others concerted
action was impossible. Now that the net has
closed the hole he had in England it will be
possible for civilised nations to do something."

Information has been received from the Com-
mander of H.M.S. surveying ship *Waterwitch*
that a good ground, consisting of boulders lying
on a muddy bottom, exists at a distance of from
4 to 5 cables eastward of Cape of Good Hope.
There are three shoal heads, of 4, 1½, and 3
fathoms respectively, which are surrounded by
depths of from 6 to 9 fathoms. Approximate
position:—Latitude 33 deg. 14' 30" N.,
Longitude 18 deg. 19' 0" E. The bear-
ings are as follows:—From the 4-fathoms rock:
—Cape of Good Hope Light-house (171 ft.)
bears S. 85 deg. W., distant 4½ cables. Green
Island Summit bears N. 42 deg. W.

Mrs. Albin D. Graham, of Cossington, Bridge-
water, arrived in Tientsin the other day and has
gone to Peking. Mrs. Graham is the mother
of the missing young officer, Lieut. Graham,
who came to Tientsin in the summer of 1904
during the war, and left for Chin-chow, whence
he is believed to have set out to join the
Japanese army at the front. Nothing more
was heard of him, and, though large rewards
have been offered, no information is forth-
coming. Mrs. Graham is now engaged in the
forlorn hope of trying to trace her son.

The *Ceylon Observer* is surely the most naïve
of Far Eastern journals. It says: "After our
conversation with Mr. Douglas Story, he was
anxious to see files of the *London Times* and of
the *Tribune* and, on enquiring the reason, Mr.
Story said (with some natural reluctance) he
had been Dr. Morrison, the *Times* correspon-
dent, over the news of the Customs edict, by
some 24 hours at the other end; but he wanted
to see if his message had arrived first. We
understand that it had; and we congratulated
him on this achievement—for there are few
who can over-haul having got Peking news
ahead of Dr. Geo. Ernest Morrison. "Some
natural reluctance." Haumph!

The funeral procession of the late Michael
Davitt was nearly a mile long. It was composed
of eighty vehicles, along line of horsemen riding
two and two, and hundreds of cyclists and
pedestrians. Crowds of country folk lined the
route, while on the rocky hills along the road
little groups of women wearing the heavy cloak
and hood of the peasantry sat "keen" or
singing the Irish death song. The despairing
sadness of the wailing song was intensified by
the gestures of the "keeners" who swayed
backwards and forwards, clapped their hands,
and flung themselves on the ground. Others
stood among the rocks waving their handker-
chiefs until the procession had passed out of
sight.

A matter seriously affecting the motor trade
is the extraordinary rise in the price of
aluminium. At present the price being paid
for aluminium casting used in the construction
of an omnibus is 50 per cent more than that
paid six months ago. This rise forcibly brings
home the effect of shortage of supplies. Now
contracts are being placed by many firms at
£210 and more per ton, and it appears to be
necessary to make contracts for the next 12
months at a figure in the region of £200. One
satisfactory feature about the constant rise
is that it is really due to short supply, and not
to manipulation. Many foundries during the
last two months have at times been entirely
stopped for the lack of ingots—a difficulty
apparently overcome by importation from
abroad.

Thus the Penang correspondent of the
Malay Mail: "Chatting with the repre-
sentative of a large European firm dealing in
practically everything from a button to a battle-
ship, he told us that he considered Penang a
much better place to do business in than Singa-
pore. He knows his Far East well, and he says
that the growth of Penang during the last few
years has been phenomenal, and predicts that
Singapore will have to look to her laurels in the
near future if she does not want to be outdone
by us. This is very pleasant hearing for poor,
despised and neglected Penang, and I wish that
it had been well drummed into the ears of a
group of high officials, instead of merely told
me during a chat. If banks are any criterion,
we have certainly gone ahead, for in the last
three years we have risen from two to six."

According to the immigration tables in the
report on Swatow for 1905 by Acting Consul
Wills, there is a slight falling-off in emigrants
from there to Fian, the Straits Settlements,
and Sumatra. The Swatow coolie is, however,
by far the most important local export, and
there is no doubt that the earnings remitted by
the Chinese abroad affect most materially the
purchasing power of the district. The shipping
figures call for little comment. The native
trade between Swatow and the Yangtze and
northern ports is almost entirely British; of
the foreign import trade about 70 per cent. is
British, the remainder mainly German and
Japanese, and of the emigration and foreign
export trade the Norddeutscher Lloyd possesses a
monopoly of the Bangkok trade and a con-
siderable share of that to the Straits Settle-
ments.

Referring to some records of "faith healing,"
the *Strait Times* says: "This, of course, is no
new development, a new thing and a new cure.
It is not the cure which is the marvel, but the
permanence of the cure. Is that assured?
And, let it be remarked, it is the physician who
is in practice, not the surgeon. His faith,
which is said to cure the halt, ever granted a
new limb or an immediate renovation of a
bone? Faith may have checked the aching of
a tooth; but it and tooth are not so large as
mountains—has it ever pulled out a tooth and
absolutely removed it? By faith man is said
to lose a fever; has faith ever covered the bald
head with a splendid natural growth of hair?
How many, if any, of this suggested cure by
faith are, in practice, from afflictions of the
nerves, and a power controlling the nervous
system; and, with the faith-healer practices
surgery and gives proof of his power in that
direction he is not likely to obtain the recognition
of his powers as being powers of any
particular importance."

NEW MILLION-POUND DOCK.

The first shed of the new deep-water dock for
Grimsby will be on July 12.
The site is at Immingham, a village on the
Humber, about five miles from Grimsby, and the
total cost will be more than a million pounds.
Three thousand men will be engaged for the
next six years on the construction of the dock,
which will be the finest on the east coast and
able to accommodate the largest battleship.
It is expected that when the dock is completed
Grimsby will be able to make a bold bid for a
portion of the trade of the River Tyne.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A ROYAL BIRTH.

LONDON, July 4th.
The Crown Princess of Germany
gave birth to a son to-day.

SLAUGHTER OF ZULUS.

LONDON, July 4th.
Three hundred and fifty Natal
rebels were killed yesterday.

[REUTERS SERVICE.]

THE NAVAL MANOEUVRES.

LONDON, July 2nd.
The attacking fleet has captured Scar-
borough, and claims to have a complete
control of the Channel. The defenders have
captured the *Victorious*, the flagship of
Admiral Sir Berkeley Milne, and other
vessels, off Flanders, after an exciting fight.

THE MEAT PACKING SCANDAL.

LONDON, July 2nd.
Congress has passed the meat bill, minus
the provision requiring the date of inspec-
tion to be on the tin, but placing the cost
of inspection on the Government. This is
considered as a notable victory for the
porkers.

RUSSIA.

LONDON, July 2nd.
The Government has asked the Duma for
a grant of £10,000,000 to relieve twenty-
seven Provincial Governments suffering
from the failure of the crops.

A steamer has arrived at Kustendje from
Odessa, with a large number of Russian
aristocrats, who have left the country fearing
an immediate revolution in the south.

HEAT WAVE IN NEW YORK.

LONDON, July 2nd.
A heat-wave is passing over New York.
There have been 14 deaths and many of the
inhabitants are prostrate.

CRACKERS AND LEGAL ARGU-
MENT.

[BARBARIC LOVE OF NOISE.]

The firing of crackers at the foot of Wynd-
ham Street yesterday forenoon was responsible
for cutting short a legal discussion in the
Supreme Court. The Chief Justice had
referred to the incidents which recently called
from him very severe strictures in the new
famous Wong Kuei-ching litigation, and Con-
ness was replying when a deafening fusillade from
outside made the discussion something like a
dumb show. Parties waited for a while in the
hope that the firing would not be prolonged,
but as the noise did not cease, their Lordships
rose and the discussion was left at a stage
which must have been unsatisfactory to all
concerned.

HONGKONG VOLUNTEER RESERVE
ASSOCIATION.

The following are the highest scores in the
first competition for the *China Mail* Cup held
on Saturday last. Ten rounds at 20 yards,
disappearing targets. There were 33 entries.

Name.	No. of hits.
J. H. Ridgeon	20
J. C. Peter	19
P. J. Wedhouse	18
E. W. Torrey	17
W. H. T. Davis	16
G. W. Eves	15
Dr. Evan Jones	14
H. R. King	13
A. Mackenzie	12
J. McInnes	11
Sir Francis Pigott	10
G. H. Wakeman	9
A. W. J. Watt	8
Capt. Barnes Lawrence	7
C. E. H. Beavis	6
C. Glover	5
E. J. Grist	4
J. Hutchings	3
J. McCubbin	2
D. McKenna	1
G. E. Morrell	0
H. T. Richardson	0
D. Willis	0

BOXERISM IN HUNAN.

A letter from Changsha, capital of Hunan,
states that news has been received from the
districts of Shangtan, Ninghsiang, and Liuyang,
all of which belong to Changsha prefecture,
reporting the existence of Boxerism there, the
propagators of which cult are trying with some
success to get recruits to enter their society.
It is the old story that if a recruit assiduously
practices certain rites he will within a certain
number of days become invulnerable to shot or
spear. It would seem that the local authorities
of the cities concerned are trying to shut their
eyes to the danger that is threatening the
peace of their districts, where owing to the
famine resulting from the recent inundations the
Boxer "prophets" do not find it difficult
to obtain recruits, especially as there is some
discontent and they are promised much plunder
and food if they once join the brotherhood. It
is to be hoped that the representations may be
made to the proper quarters promptly to
suppress this dangerous society in Hunan ere
it becomes too large and powerful a body.
—N.C. Daily News.

LATEST STEAMER MOVEMENTS.

The *s.s. Dea of Kelly*, from Japan and China,
arrived at New York on the 29th June.
The *Indo-China* str. *Namsang*, from Calcutta
and the Straits, left Singapore on the 3rd inst.,
at 6 p.m.

CANTON.

[FROM OUR CORRESPONDENT.]

July 2nd.
Last week a daring gang of robbers armed
to the teeth attacked the railway station at
Kwa-Po, on the line between Shik-wai Tong
and Fatsien. They left after ransacking
thoroughly the station. No one was caught.

A HOLIDAY CATASTROPHE.
On June 28th a large party of wealthy
merchants engaged a big flower boat and went
to a place called Yout-shing to witness the
dragon boat races. On their way back the
boat caught fire through some crackers falling
on inflammable material. The fire spread so
rapidly owing to the strong wind that the
whole boat was ablaze in an instant. Twenty
people lost their lives.

A TRADE "TIP".
The Kingchow and Ngai Chow Taotai has
sent a petition to the Viceroy to be supplied
with the following goods:—Five hundred
Mauser rifles, 50,000 cartridges, one hundred
Mauser repeaters, 10,000 cartridges, 50 cassettes
of lead shot, 240 doz. emery cloth, 50 cassettes
of fuse, 200 bottles lucas oil, and a large
quantity of steel and iron bars. Here is a
"tip" for merchants who deal in the above
articles.

PROPOSED PUBLIC GARDENS.
Viceroy Shun has instructed the Kwong-
chow prefect Chan Mong-tsang to build a large
public garden on foreign plans at the end of the
reclamation road. The Viceroy has granted
fifty acres for the purpose. The project has
informed the Viceroy that it would cost at least
T\$ 5,000.

THE SAMPAH NUISANCE.
Yesterday afternoon a sampah was run down
by the *ss. Hankow* as she was proceeding to her
wharf. It is a wonder that those accidents do
not happen oftener, as these boats always crowd
around arrivals while they are under weigh.
No indemnity should be allowed in cases of this
kind. The boats should be left to take their
chances of being sunk if they persist in trying to
board moving steamers.

EMPEROR AND VICEROY.
On June 30th all the local officials called on
H. E. the Viceroy on the occasion of his receiv-
ing imperial presents from Peking, consisting
of hat, official robes, and many fans. H. E.
received the congratulations of his subordinates
during the whole day.

TAMING MONEY.
The provincial coffers are not overflowing. It is
reported that Viceroy Shun has granted to a
monopolist the privilege of forming brothels.
H. E. seems to share the Roman Emperor
Vespasian's opinion, that money is odorous.

CHINA WOMAN'S DEATH.

[SUICIDE TO ESCAPE CREDITORS.]

At the Magistrate's yesterday afternoon Mr.
H. H. J. Compers held an inquiry into the
cause of death of Chan Tsu-shing, a female, 19
years of age, who committed suicide by jumping
into the harbour at Pany East on the 24th
ultimo.

Dr. Macfarlane gave evidence as to holding
a post-mortem examination on the body of
deceased, but said it was too decomposed to
admit of a diagnosis. He thought drowning
was the cause of death.

Chan Lusho, of No. 43 Ship Street, said
deceased had been in her home for about two
years. She last saw her alive on the night of
the 24th ultimo, when deceased said she was
going for a walk. Witness had heard that
the girl was always talking about killing
herself, so followed her. Deceased walked
to the end of the wooden wharf near Blue
Buildings and jumped into the sea. Wit-
ness grabbed her, but was unable to hold
her, so informed the police and made a
report at No. 2 station. Witness thought
deceased took her life because she was in debt.
Her creditors were continually pressing her
for payment and being unable to meet their
demands she took her life. Witness did not
know how much money she owed, or for what
she owed it.

In reply to Mr. Dyer Ball, of the Registrar-
General's Department, witness said it was not a
fact that deceased owed the money to her
mistress. The mistress supplied her with food,
but she paid for her own clothing.

After further evidence was heard a verdict
of suicide by drowning was recorded.

UNITED STATES INDEPENDENCE
DAY.

Yesterday was the 130th anniversary of
America's Independence Day, and the local
American community joined in the universal
celebrations. The "Star Spangled Banner"
fluttered from the flagpoles of many residences
and places of business, and was conspicuous
among the shipping in the harbour.

To celebrate the occasion, the American
Consul, Mr. Ames P. Wilbur, held a reception
at his Consulate, which was attended by
Government officials, a number of representa-
tives of the Consular Corps and many business
men.

At the Kowloon Hotel in the afternoon, Mr.
Osborne, the proprietor, was "at home" to his
guests, whom he entertained at dinner in the
evening. American Punch was the beverage
of the afternoon, and with this glasses were
filled and drained in honour of the glorious
Fourth. A large number sat down to dinner,
so large that the commodious dining room
could not accommodate all at one sitting,
and although there was no formal toast list,
the continual popping of champagne corks, com-
bined with the goodfellowship of the guests and
the geniality of the host, left no doubt as to hot
occasion. Throughout the evening the Baluchi
band played appropriate selections.

SUPREME COURT.

Wednesday, July 4th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

AN UNSUCCESSFUL APPEAL.

Judgment was given in the action making application for a writ of habeas corpus between the Official Receiver and Wong Kue-shing, to decide whether the latter was or was not a partner in the Lai Hing firm, which had become bankrupt.

Mr. B. H. Sharp, K.C., and Mr. H. E. Pollock, K.C., instructed by Mr. G. K. H. H. Brutton (of Messrs Brutton and Hett), appeared for the appellants, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, appeared for the respondents.

The Puisne Judge said the motion to set aside the decision of the jury and to erect a new trial was founded on the grounds (1) misdirection, (2) conflict against the weight of evidence, (3) fresh evidence. The Court refused to admit any fresh evidence, and the Court also refused to admit the newspaper notes as evidence. In reviewing the facts, he said there were two points to which exception might be taken—the Chief Justice's strong expression that Wong Kue-shing was unworthy of credit, and his remarks with regard to the expert in writing; but he held that no grounds had been shown for a new trial on the ground of misdirection. In conclusion, he stated that it seemed to him the case had been very clearly put before the jury. The motion should be dismissed, and the appeal should be dismissed with costs.

The Chief Justice's deliverance was a lengthy one, occupying more than an hour. At the outset he pointed out that the fresh evidence could not be admitted, and referred to the subject of shorthand notes, stating that these could not be admitted to supplement or contradict the Judge's notes. He denounced to the depositions emanated by Counsel that he should not pass any opinion on the character of the evidence tendered by any witness, and while admitting that there were certain defects in his summing up to the jury they were not sufficient to warrant a re-trial on the ground of misdirection.

In reply to the arguments of Counsel he made several strong statements. On one occasion he said "a most astounding case of misdirection (by Counsel) governing cases," and later he described a remark of Mr. Sharp's as showing "an unnecessary exuberance of language." In conclusion, he said "I am of opinion that on the grounds set forth, the motion for a new trial should be refused with costs. I have further to say with regard to the question to which we alluded, the compilation of the shorthand notes of the two versions of the summing up, we propose to disallow the costs incidental to procuring this summing up as between solicitor and client. The amount will be small—perhaps it will not be felt. It will at least mark our disapproval of what was done."

Mr. Slade asked to be released from the undertaking as to costs.

Mr. Pollock said there were certain points in the Chief Justice's judgment as to the interpretation of their argument to which he would like to refer. He understood it was the intention of the appellants to carry this further, and that was why he would like to take the opportunity of referring to those points. His Lordship had remarked that the learned Counsel for appellants had argued that his Lordship had no right to express an opinion to the jury. He should not like that to go forward to a higher court as an expression of his opinion.

The Chief Justice said he took the actual words.

Mr. Pollock replied that they certainly never contended that.

The Chief Justice read his note.

Mr. Pollock disclaimed the note as representing what he had argued. What he said was that his Lordship could not express himself in such a way as to substitute his own opinion for that of the jury.

Mr. Sharp agreed.

The Chief Justice altered his note on that point, as well as as to the question of the jury taking the whole of the evidence.

Mr. Pollock then referred to the appellants' undertaking to pay the costs of that appeal, and said it was the intention of appellants to carry the case further. In view of the possibility of another decision being given, he would submit that that undertaking should be extended.

After some discussion, the Chief Justice consented to the time being extended for a fortnight.

The Chief Justice—Now comes the question whether the Official Receiver will be justified in incurring further expenses unless a meeting of creditors is held and the majority consent.

Mr. Pollock—Perhaps your Lordship will allow me to make a statement with regard to the disallowance of these costs.

The Chief Justice—The last time that I mentioned the fact Counsel said the matter would be explained by the solicitor referring to his diary. I certainly expected, when the Court assembled, that some reference would be made to it, but the matter has been completely ignored.

Mr. Pollock—Surely we have a right to address the Court?

His Lordship's reply was inaudible.

Mr. Pollock—I thank your Lordship will remember we were told your Lordship had made certain alterations in your summing up and that we were to put in these alterations.

The Puisne Judge—I told you I was surprised to find three copies of the same thing on my file.

Mr. Pollock—Perhaps your Lordship will remember certain directions given to Mr. Slade.

The Chief Justice—These directions had nothing to do with this case. I cannot conceive how anybody should act as the appellants have in putting on the file these different documents. Mr. Pollock—There was a certain direction which must have been misunderstood.

The Chief Justice—This official copy of the summing up is the copy on the file. Instead of which, when the file comes before me, I find a liberal transcript of the copy by the shorthand writer and then an affidavit setting up that he took it down correctly. It is preposterous.

Mr. Pollock—Surely we were not to have two files in this case and the perjury case? I understand Mr. Slade was authorised by your Lordship.

The Chief Justice—Yes, in order to facilitate Brutton (of Messrs Brutton and Hett), appeared for the appellants, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, appeared for the respondents.

Mr. Pollock—Surely any party is at liberty to put in an affidavit?

The Chief Justice—An affidavit by an officer of the Court can only be put in with the permission of the Court.

Mr. Pollock—Surely an officer of the Court is at liberty to make an affidavit?

The Chief Justice—Not without the consent of the Court.

Mr. Pollock—Supposing there was an action against the judge?

The Chief Justice—It is a private document.

Mr. Pollock—It is the property of the public. What your Lordship delivered in public is the property of the public. Everybody has the right to file an affidavit. Supposing a solicitor's clerk were to take a shorthand note, he could file an affidavit and say that that is what your Lordship said.

The Chief Justice—The practice of the Court has been laid down for nearly three months. The official copy of the summing up is the print as it leaves my hands. Instead of which the official copy is deliberately omitted from the file.

Mr. Pollock—I don't think your Lordship has the right to say deliberately.

The Chief Justice—It could not be by mistake.

Mr. Pollock—Is it not official when it is in print?

The Chief Justice—No; when it is approved. At this moment a continued outburst of crackers outside the Court building put a stop to all further discussion and their Lordships rose.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS JEFFREY).

THE IMMUNITY OF A WARSHIP.

The owners of the junk *Tung On Tai* and the owners of the cargo laden thereon sued Arthur E. Gove, of the U.S.S. *Alexander*, for \$20,000 damages for collision. Mr. M. W. Slade, instructed by Mr. Master for Messrs. Johnson, Stokes and Master, appeared for plaintiffs.

The Attorney-General, who was instructed by Mr. Bowley, from the Crown Solicitor's office, said he appeared on a special motion asking the Court to dismiss the action for want of jurisdiction to entertain it. He appeared on behalf of the Government of this Colony, on behalf of the United States of America, also Captain Gove under protest. That case was one of *in personam*, against Captain Gove of the U.S.S. *Alexander*, claiming from him personal damages for the loss alleged to have been sustained by the collision alleged to have occurred between the *Alexander* and the plaintiffs' junk in the waters of the harbour. The first condition for his Lordship was, the *Alexander* was a public armed vessel, the property of a friendly nation, the United States of America. This ship at the time the collision was said to have occurred was in the waters of the Colony on the implied invitation of the sovereign of the British Empire. That implied invitation carried with it the undertaking that a public armed ship of the United States was free from the jurisdiction of that Court so long as she demeaned herself in a friendly way within the jurisdiction. He took it that it would not be denied by his learned friend that as such a public armed ship was free from all suits in the Colony. It was necessary to establish that proposition because he wished to argue that the exemption afforded to the ship covered her as a unit, as an entity, covered her not merely as a much steed, but covered her in her capacity as a public armed ship. One of the reasons for the immunity of a public armed ship, part of the military and naval force of a friendly nation, was so as not to interfere with her efficiency. As far as the hull went it was immune from arrest, and his learned friend, being well aware of that, did not go to the Court for a warrant for the ship's arrest. His assumption was that the United States was willing to do just as to foreigners as well as to her own subjects and the remedy for any person who suffered by collision with one of her ships was through the proper diplomatic channels. The immunity of a public armed ship was not confined to her hull only, it extended to her machinery, her guns (which were not a part of the ship) and to her captain and crew. Take the captain and crew out of the ship and she was reduced to the character of U.S. property, but she was no longer an armed ship, part of the military and naval force, which that power had sent into Asiatic waters. Take the guns out of her and the same remark applies, though the *Alexander*, being a collier, she would be less efficient without her crew than without her guns. Taking her crew out of her would render her inefficient to perform the services required of her. How could they contend that that which would render her still less efficient could be taken from her, could be made liable to this jurisdiction? We had in this Colony a law, which was repealed in England in 1861, which allows

imprisonment for debt of the person of the debtor. A judgment against the captain renders him liable to be imprisoned if he could not find the money; the plaintiffs had the right to imprison the debtor.

The Chief Justice—Your proposition is not confined to Hongkong?

The Attorney-General—Obviously not. Proceeding, he said the general principle was that they must do nothing to interfere with the efficiency of the ship or the purpose for which she was sent to those waters by a foreign sovereign. Captain Gove had come here from Shanghai out of respect to the jurisdiction of this Court and the ship had gone to sea without a captain. That was a serious interference with the domestic economy of the ship—an interference with her efficiency. His Lordship had before him an affidavit from the officer in command of the Station to the effect that he had received telegraphic orders that Captain Gove was to remain in his ship as soon as he could get away. The captain of the *Alexander* could not be sued as if he were the captain of an American merchant ship.

The Chief Justice—Does the question of extra-territoriality come into it? Actions may be brought against foreign governments.

The Attorney-General—If they submit.

Mr. Slade argued that a foreign man-of-war was in the same position as a British man-of-war. Supposing a ship of war engaged on important State duty ran down a vessel, if the officer in charge of her set foot on shore he might be served with a writ and become immediately subject to the jurisdiction of that Court. It was suggested in that case that Captain Gove was acting in the course of his duty as captain of the vessel that ran down the junk. Their allegation was that he was not acting properly in command, that he was not doing his duty as a servant of his State. They alleged that he had been guilty of neglect. If they admitted that was neglect the plaintiffs had no case. They said the Captain was not doing his duty as he ought to have done. Therefore the commands of his sovereign could not avail him. His orders were to proceed with all due and proper care from the side of the U.S.S. *Baltimore*, then anchored at Kowloon Bay. He in fact disobeyed those orders, and by his negligence injured the plaintiffs.

The Attorney-General said there was no allegation of neglect in the writ.

Mr. Slade said the writ was in the usual form. Continuing, he said that when an action was brought against a British warship and judgment given, the damages were recovered from the captain personally, and he submitted that the captain of a foreign warship could not be in a better position than the captain of a British warship.

The Attorney-General pointed out that the difference between the captain of a British warship and the captain of a foreign warship was that the former was always within the jurisdiction of British Courts. The King's writs ran in all the King's ships.

The Chief Justice reserved his judgment.

POLICE COURT.

Wednesday, July 4th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

GAMBLERS.

Two natives were charged with being the keepers of a game of paikan at the Cattle Depot Kennedytown, and six more with playing the game.

The keepers were fined \$50 each, and each of the players \$5.

OBSTRUCTION.

For obstructing the southern fairway on Tuesday, the master of a cargo boat was fined \$5.

SMELTING RUBBISH.

Inspector Langley presented the stoker of the steam launch *Hing Lee* for dumping rubbish into the harbour.

Defendant was ordered to pay a fine of \$5.

A ROGUE.

Sergeant Sims charged Li Hung, an unemployed coolie, with the larceny of a jacket from the launch *Ty Lee*, and also with being in unlawful possession of a finger ring.

Defendant was found guilty and sentenced to one month's imprisonment with hard labour and six hours' stocks.

ALLEGED ASSAULT.

H. G. Ellis, chief engineer, and H. G. Notting, third engineer, of the s.s. *Singhany*, were prosecuted for assaulting Wong Sam, a fireman aboard the aforesaid vessel, on the high seas on June 9th.

Mr. E. J. Crist (of Messrs Wilkinson and Crist) prosecuted, and Mr. G. C. O. Master (of Messrs. Johnson, Stokes and Master) appeared for the defendants.

His Worship said he knew nothing about the case, but the police informed him that complainant was in hospital and not able to appear, perhaps he would be unable to appear for a week. He had asked Dr. Thomson to attend, as he wanted to find out whether complainant's indisposition was due to the assault or some other cause.

Mr. Crist briefly outlined his case. He said the statements for the complainant were to the effect that the defendants kicked him along the deck to the stokehold, where he fell down. He had to be carried on deck, and water was stung on his face with the object of bringing him round. After some little time the captain was called. He applied ice to the complainant's head, and eventually he became conscious. From that time until arrival here, about ten days, he was unable to work, and when the ship dropped anchor he was removed to hospital. Mr. Master said the evidence for the defence would be that the man was not kicked. He proposed to call each defendant to give evidence on behalf of the other.

On arrival Dr. Thomson said the complainant suffered from resolving pneumonia, but he did not think his present state was caused by an assault, and there were no marks of assault on his person.

The case was adjourned.

INSURANCE PROBITY.

A SENSATIONAL RESIGNATION.

One of the numerous headings given by the *San Francisco Call* to the following article read "His Pride Is High and His Will is Free. None of the Forging Down of Loss Payments." In protest against the demands for heavy discounts from policyholders on a just claim for fire losses George D. Dornin, Pacific Coast manager for eighteen years of the National Fire Insurance Company of Hartford, Conn., has resigned.

As the second oldest insurance manager in California and one of the most prominent men in that line in the United States Dornin's action has given rise to a flood of comment and speculation in the insurance world.

For forty years he has been actively identified with the fire underwriting business in this State. He has always occupied a high place in the councils of the various fire insurance organizations. His voluntary retirement from the Hartford company's management here comes as one of the big events in the annals of the fire insurance situation.

Dornin's resignation has been an open secret for a day or so among the insurance men. When the veterans of these great conflagrations—Chicago, Boston and San Francisco—were asked to verify the street rumor to-day he said:

"Dissatisfaction with the policy adopted by the National Fire Insurance Company as to the demands for heavy discounts from policyholders with approved claims is my reason for resigning the management. For eighteen years I have held the business of the company on this coast. Many of the policyholders who are affected by the company's stand as to discounts are my friends and neighbors. I cannot in right conscience adhere to a policy which enforces such an order as that of compelling a heavy discount."

It does not conform with my theory of conducting business, and I voice and express that disapproval by withdrawing from the company. I believe in close adjustment of these losses so that there shall be a fair basis of value attained. I believe in meeting the contracts of the company fairly and would not spend a dollar of the money of the company I represented unfairly."

I cannot stand upon such a proposition as a horizontal out in an adjusted claim and have therefore retired from the National."

Dornin's resignation, the theme of so much street gossip, has led to a general disclosure of the insurance situation with relation to the settlement of losses. Some of the fire insurance companies of the National, appeared and assumed charge of the adjustment and settlement of that company's losses, which approximated \$1,800,000. Dornin, according to other insurance men, was informed that the National would settle on a basis of 25 per cent. discount on the allowed claims. His objection to this plan was raised in vain.

He is said to have gone farther in protest than a mere statement of dissent. At any rate Dornin has withdrawn, and by so doing has furnished his brethren in the insurance world with much food for thought.

The National Fire Insurance Company is well able to meet its losses, being entirely solvent and of high rating financially. It ranks as one of the strongest companies in the United States.

The retiring manager's record in the insurance world takes him back to the early 1800s. At that time of the Chicago fire in 1871 he was sent to the city as secretary of the Fireman's Fund Insurance Company to adjust losses in the lake city. A year later he took part in the settlement of the Boston losses.

Dornin will retain the management of the Springfield Fire and Marine Insurance Company of Hartford. That company, through Vice President Dornin, has laid down a rule of settlement which means dollar for dollar on the allowed loss, the company reserving only the endorsement of the sixty-day clause in the policy. The Springfield is among the companies paying on that basis.

Much discussion has been provoked over the question whether losses caused by dynamite should be treated as fire losses. Out of the large number of companies represented in the fire loss in San Francisco less than ten of the companies held the point that the policyholder is not protected against loss by dynamite where it was used to check or prevent the spread of the fire.

Inquiry among insurance men develops the general idea that use of powder as a preventive measure places that use in the same category as the use of water at all. The courts have held to that doctrine, so many insurance men say.

In the case of San Francisco there was another feature—that the weakening of structures by dynamite was not done by the regular Fire Department, but by the military. That argument is met by the fact that the military were under municipal control.

A POSITIVIST ON COLONISTS.

Mr. Frederic Harrison says in the *Positivist Review*—One of the ancient sinister curses forced on us by our overgrowing Empire is the inevitable and increasing magnitude of the social problem in all its repulsive forms. In different shapes it is dragging us on to a catastrophe such as tore the United States in half forty years ago, and led to one of the most bloody civil wars in modern times. It is not the problem of negro slavery in its naked form. But it is the problem of social labor, of the colored races in various degrees. The wider the bands of Empire are extended, the more numerous are the barbarians or half-civilized races gathered within it and placed around it. And the richer and more developed these elements become, the more is the demand for unlimited colored labour and for absolute mastery of the vast native populations. The result is that there has been growing up a revival of the slave-owning spirit—not exactly for slavery, but for a servile status; not for the old Slave Trade, but for a bureau of Indentured Labour. The temper of Europe itself in many lands under the Union Jack. The moral indignation of Englishmen at home is nicknamed "ultra-morality," or Exeter Hall-hypocrisy. Slave driving ruffians dare to mock at negro-worship by which they mean any Christian or humane feeling. The tone of these Colonial outlaws is that the colored races are, as the Greek thought of "barbarians," servile by nature, created to be hewers of wood and drawers of water to white men. When the inevitable reaction of a colored revolt occurs they claim to be helped by arms, but only on condition of "dictating their own terms of settlement."

Of dealing out massacres, penalties, and confiscation at will. To check them is to interfere with the "divine rights of free Englishmen" to do what they please and to seize what they can. To propose any interference with this sacred right is to call out threats of rebellion, separation, and disruption of the Empire. Imperialists at home are always ready to justify oppression, to ridicule humanity, and to beat up Colonial bluster. And thus the interests of our forty millions at home are postponed and injured by the furious outcries of a few hundred thousand settlers in another hemisphere."

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64), \$38.00

No. 4 CARTRIDGE (23-15-64), \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

WE STOCK ONLY

THE ORIGINAL

CANADIAN CLUB WHISKY.

DISTILLED AND BOTTLED

BY HIRAM WALKER & SONS, LTD.,

WALKERVILLE, ONTARIO, CANADA.

PER CASE, 12 BOTTLES ... \$200.00

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 135.

BRITISH MERCHANT SHIPPING.

Shipping legislation in the direction of safety to life may be said to have commenced in England in 1855. Almost every year since has seen some addition. Mr. Plimsoll's "happy hysteric" contributing a good slice. In 1874 a consolidated law was placed on the statute book, and now a Committee of the House of Commons is overhauling the whole subject, and will in all probability make some drastic suggestions. Generally speaking, comments the *Kingsway* (London), legislation has proceeded on humanitarian lines, so that it has on the whole been injurious to shipowners, though it should be added that the owners of ships of high class would have done and were doing what was made compulsory for all. Overloading was forbidden, the requirements respecting accommodation and provisions for the crew were made more onerous, and more attention had to be given to the condition of hull and equipment. The effect of these restrictions can easily be imagined. The cost of construction and maintenance was increased, while the earning power was depressed, and the only compensation lay in higher classification and lower insurance, or to put it in another way, greater security. After a comparatively short time it paid better to sell a vessel than to incur the heavy expense involved in keeping it up to the legal standard. The old ship up to the legal standard. The old ship up to the legal standard. The old ship up to the legal standard.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PUNEN. Codes: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

IN das hiesige Handelsregister ist zu der Firma SIEMSEN & Co. eingetragen worden:

Dem Kaufmann Hans August Siebs zu Hongkong ist am 2. Juli 1906 Prokura erteilt worden.

Canton, den 3. Juli 1906.

KAISERLICH DEUTSCHES KONSULAT

1369

TO LET.

COMFORTABLE BEDROOM, for one or two Gentlemen, private family. Terms moderate.

Apply to—
Care of "Daily Press" Office.
Hongkong, 5th July, 1906. [1370]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,
TO-MORROW (FRIDAY),
the 6th July, 1906, at 11 a.m., at First Floor, No. 4, Queen's Road Central,
BANKRUPTCY No. 14 of 1906 re CHOW DART TONG.

THE GOODS AND CHATTELS

of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOP DESK, WRITING TABLES, PIGEON HOLES, COPYING PRESS, COUNTERS, &c., &c., &c.

Also
TWO IRON SAFES (One by Chubb's).
Terms—As usual.

HUGHES & HOUGH,
General Auctioneers.
Hongkong, 5th July, 1906. [1371]

By Order of the Mortgagee.
PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by Public Auction,
On THURSDAY,
the 19th July, 1906, at 3 o'clock in the afternoon,
at their SALES ROOMS, No. 8, Des Vaux Road Central (corner of Ice House Street),
THE FOLLOWING
VERY VALUABLE RECLAMATION PROPERTY.

Situate at Victoria, in the Colony of Hongkong, viz.,
All that Piece or Parcel of Ground situate at Victoria, aforesaid, and registered in the Land Office as the Remaining Portion of the Southern Portion of the Praya Reclamation to Marine Lot No. 57.

The Property is held under the usual reclamation agreement at an annual Crown Rent of not exceeding \$315. The Property contains an area of 13,181 square feet or thereabouts, and has a frontage of 132 feet 11 inches to Des Vaux Road West, and of 98 feet 3 inches to Southland Street.

For Further Particulars and Conditions of Sale, apply to
Messrs. DENNIS & BOWLEY,
Solicitors for the Mortgagees,
or to
Messrs. HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th July, 1906. [1372]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"
Captain A. J. Robson, will be despatched for the above Ports on SUNDAY, the 8th inst. at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 5th July, 1906. [1373]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the above Ports on or about the 28th inst.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 4th July, 1906. [1367]

CHEFOO INDUSTRIAL MISSION

(BUSINESS DEPARTMENT, ESTABLISHED 1895.)

OUR Direct relations with Workers, Large Turnover and Expert Knowledge enable us to offer

UNIQUE VALUE.

HAND-MADE SILK & THREAD LACE in great variety of patterns, from 5 cents per yard.

7,378 Star Pattern Cream Silk, 4 inches wide ... 81 cents per yard.

White Thread, ... 50

LADIES' COLLARETTES, FULL SIZE—

Antique Cream Silk ... \$3.50 each.

Star Pattern Horse Show Border Cream Silk ... 3.00

Empress, Cream Silk ... 2.50

LADIES' TIES—

Star Pattern Cream Silk, Length 66 inch, Width 5 in. ... \$3.75 each.

Fancy ... 4.00

DOILIES, White Silk ... \$5.00 per doz.

73 Pongee Silk, Finest Quality 19-20 yds. 33 in., 44 ocs. ... \$14.50 per piece.

59 For Gent.'s Suits, 18-19 " 19 " 50 " 11.00

LONG HANDLED CLOTHES BRUSHES, PURE BRISTLES, 60 cents each.

STOVE BRUSHES ... 20

EVERY ARTICLE GUARANTEED AS REPRESENTED.

TERMS CASH; POSTAGE EXTRA.

JAMES McMULLAN,
DIRECTOR.

Hongkong, 5th July, 1906. [1374]

NEW ADVERTISEMENTS



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ
and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEBANTON, VENICE
and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"
Captain Damjanovich, will be despatched as above
on THURSDAY, the 2nd August, P.M.

This Steamship has capital accommodation for
passengers, electric light and carries a doctor.

For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents,
Princes' Buildings,
Hongkong, 5th July, 1906. [1375]

JAVA-CHINA-JAPAN LINE.

FROM JAVA PORTS AND MACASSAR

THE J. C. J. L. Steamship

"TJILIWONG,"
Captain Jurriance, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the undersigned, and to
take immediate delivery of their Goods from
alongside.

Any Cargo impeding her discharge and/or
Cargo left on board after the 7th July,
will be landed into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

No Fire Insurance has been effected.

The steamer will be despatched for Shanghai,
Moji, Kobe and Yokohama on the 3th July.

Head Agency of the
JAVA-CHINA-JAPAN LINE,
York Buildings, 1st floor,
Hongkong, 4th July, 1906. [1368]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Tobacco and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Company,
Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 6 p.m.
To-day, Tuesday.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th July will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Tuesday, the 10th July, at
9.30 a.m.

All Claims must reach us before the 16th
July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 3rd July, 1906. [1376]

ON SALE

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, July to December
1905. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office
Hongkong 20th Feb. 1906

AUCTIONS

PUBLIC AUCTION,
By Order of the Mortgagee.

M. R. GEORGE P. LAMMERT has
received instructions to sell by Public
Auction,
On WEDNESDAY,
the 11th July, 1906, at 3 p.m., at his SALES
ROOMS, Duddell Street, the following
VALUABLE LEASEHOLD PROPERTY.

Consisting of—
All those two equal undivided fourth
parts or shares of and in that piece or parcel
of ground, situate at Yau-mai in the Depen-
dency of Kowloon in the Colony of Hongkong,
registered in the Land Office as Section 5 of
Kowloon Island Lot No. 1,011, together with
the Mortgage and tenement and other erections
and buildings thereon, known as No. 10, KEN-
NEDY STREET, Yau-mai. And also a
Mortgage De' dated 21st October, 1901, on the
remaining undivided moiety of the said Section
5 of Kowloon Island Lot No. 1,011, for the
repayment of the sum of \$2,700 and interest
thereon at the rate of 6 per cent. per annum.
The premises are held for the residue of the
term of 75 years created therein by a Crown
Lease dated the 24th day of July, 1900, of the
said Kowloon Island Lot No. 1,011, subject to
the payment of the annual Crown Rent of \$7,
being a proportion of the rent so far as it
relates to the premises, and also to the per-
formance of the covenants and conditions in
the said Crown Lease reserved and contained.
Area: 1,147 square feet.
Particulars and Conditions of Sale may be
obtained from

Mr. OTTO KONG SING,
Solicitor for the Mortgagee,
17, Queen's Road Central,
or from
Mr. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 28th June, 1906. [1325]

PUBLIC AUCTION.

By Order of the Mortgagee.

PARTICULARS AND CONDITIONS OF SALE
OF
VALUABLE LEASEHOLD PROPERTY,
Known as "THE METROPOLITAN HOTEL,"
To be Sold by Public Auction.

On THURSDAY,
the 12th day of July, 1906, at 3 p.m., at his
SALE ROOM,
by
Mr. GEO. P. LAMMERT, Auctioneer.

BEING all that Piece or Parcel of Ground
situate at Sheung Wan, in the Colony of
Hongkong, containing an area of 297,500 square
feet and known and registered in the Land
Office as INLAND LOT No. 1,705. The said
premises are held for the Term of 999 years
granted by a Crown Lease, dated the 1st day
of February, 1904, subject to the payment of
the Annual Crown Rent of \$478, and to the
performance of the covenants in the said
Crown Lease reserved and contained.
For Further Particulars and Conditions of
Sale, apply to
F. X. D'ALMEIDA & CASTRO,
Solicitor for the Vendor,
or to
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 4th July, 1906. [1385]

CURTIS BROS. 5 CASES GAMING
MACHINERY ARRIVED HONGKONG
PER S.S. "ESSANG" FROM CHEFOO,
21st JULY, 1906, CONSIGNED TO MESSRS.
E. H. MURRAY & Co.

NOTICE IS HEREBY GIVEN that the
above Cargo, at present lying Unclaimed
in the Godowns of the Undersigned, will be
sold by PUBLIC AUCTION by Messrs.
HUGHES & HOUGH, at their Auction
Rooms in Ice House Street, at 11 a.m., on
FRIDAY, 13th July, 1906, unless the same
are previously taken delivery of by Consignees,
and the charges incurred paid.

JARINE, MATHESON & Co.,
General Managers, Indo-China S.N. Co. Ltd.
Hongkong, 30th June, 1906. [1387]

INTIMATIONS.



NAVY CONTRACT

TENDERS are invited for the SUPPLY of
LABOUR and JUNKS in connection
with the Coaling of H.M. FLEET, etc., at
Hongkong for a period of 12 months from the
1st August, 1906.

Forms of Tender can be obtained on applica-
tion to the NAVAL STORE OFFICER H.M.
Naval Yard, Hongkong, and should be returned
not later than Noon on 18th July, 1906.

Hongkong 2nd July, 1906. [1341]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above-named Company will
be held at the registered Office of the Company,
ALEXANDRA BUILDINGS, Des Vaux Road
Central, Victoria, Hongkong, on SATURDAY,
the 14th day of July, 1906, at 12 o'clock Noon,
for the purpose of passing the following Resolu-
tions pursuant to the Order dated the 28th day
of March, 1906, made by the Supreme Court of
Hongkong in its Original Jurisdiction in
Action No. 471 of 1905:

1. That the Special Resolution being the
Fourth in Number passed and confirmed
at Extraordinary General Meetings of
this Company held on the 3rd and 20th
June, 1905, respectively together with all
Agreements entered into thereunder and
particularly the Agreement in writing
bearing date the 18th day of October,
1905, made between this Company and its
Liquidators (JOHN HUMPHREYS & SON)
of the one part and the PEAK TRAMWAYS
COMPANY, LIMITED, of the other part
be and the same are hereby rescinded,
2. That the Draft Agreement submitted to
this Meeting and expressed to be made
between this Company and its Liquidators
of the one part and the "PEAK TRAM-
WAYS CO., LTD." of the other part be
and the same be approved and that
the said Liquidators in and they are here-
by authorised pursuant to Sections 201 and
202 of the Companies Ordinance 1865 to
enter into an Agreement with the said
"PEAK TRAMWAYS CO., LTD." in the
terms of the said Draft and to carry the
same into effect with such (if any) modifi-
cation as they may think expedient.

Should the above Resolutions be passed by
the requisite majority they will be submitted for
confirmation as Special Resolutions to a Second
Extraordinary General Meeting which will be
subsequently convened.
Dated 2nd July, 1906.
JOHN D. HUMPHREYS & SON,
General Managers. [1345]

TO LET

TO LET.

OFFICES in KING'S BUILDING and YORK
BUILDING,
GODOWNS in PRATA EAST.
A HOUSE in CLIFTON GARDENS, Conduit
Road.

A HOUSE in RIFON TERRACE,
FLATS in MORRISON TERRACE.
"HAYTOR" The "PEAK." Immediate
possession.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [524]

TO LET.

NO. 3, CONDUIT ROAD. Electric Light
fitting, installed. Possession from 1st
September, 1906.

Apply to—
H. M. H. NEMAZEE.
Hongkong, 9th June, 1906. [1232]

TO BE LET OR SOLD.

With Immediate Possession—in Wanchoi Road.

GODOWN, Built of Brick with Tiled Roof,
just thoroughly repaired, about 4,000
square feet space, concrete flooring. Suitable
for storage of any kind of merchandise.

Apply to—
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.

"BROCKHURST," PEAK, Newly Painted
and Colour-washed, with use of
Tennis Court, contains 6 Rooms, Splendid
site and well suited for a Bachelor's Mess.
2nd FLOOR in Central position, contains
Four Large Rooms, Ante-room and Lavatory,
with use of Electric Lift.
ONE SHOP at BEACONSFIELD
ARCADE.
HOUSES on the ROBINSON ROAD Level,
Cheap Rentals.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 1st June, 1906. [1193]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the
Annex, from date; suitable for Offices.
Anyone disposed to offer for the same please
apply to—
C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

HOUSES in AUSTIN AVENUE and
SALISBURY AVENUE, Kowloon.
No. 5, GLANVILLE AVENUE, Kowloon.

Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.,
Agents.
Hongkong, 4th April, 1906. [399]

TO LET.

THREE LARGE GODOWNS, in the
Praya East. Formerly in the occupation
of the Mitsui Bussan Kaisha.

Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 10th May, 1906. [1651]

TO LET.

SEVEN EUROPEAN HOUSES, late
F. Blackhead & Co. and Shawan, Tames &
Co's Offices, Ground Floor and Top Floor,
with Godowns can be let separately on lease.

Apply to—
CHUNG SHUN KO,
First Floor, No. 10, Queen's Road Central.
Hongkong, 19th July, 1906. [81]

TO LET.

NO. 16, HOLLYWOOD ROAD, and
No. 2, OLD BAILEY.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 27th April, 1906. [971]

TO LET.

NO. 15, KNOTSFORD TERRACE
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 2nd December, 1905. [77]

TO LET.

IN HOTEL MANSIONS, a suite of Three
Large Offices on corner overlooking Des
Vaux Road; coolie quarters and all modern
conveniences. Telephone and Electric Light
fittings installed. Apply—
REUTER, BROCKELMANN & Co.,
Princes' Buildings.
Hongkong, 20th March, 1906. [678]

TO LET.

TWO GODOWNS, at East Point, close to
the Water, suitable for the Storage of
any Cargo.

Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [256]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to—
A. S. WATSON & Co. LTD.,
Alexandra Buildings.
Hongkong, 23rd April, 1906. [946]

TO LET

(POSSESSION FROM 1ST JULY, 1906).

NO. 13, GAGE STREET, 8-Roomed House,
with a Godown.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 18th June, 1906. [1270]

TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD
Kowloon.

"ROSENEATH," GARDEN ROAD, Kow-
loon, from 31st July.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 1st June, 1906. [501]

TO LET

TO LET.

GODOWN, No. 3, NEW PRAYA,
Kennedy Town.

Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LD.
Hongkong, 28th June, 1905. [78]

TO LET.

A COMMODIOUS SIX-ROOMED
HOUSE with Garden at No. 33,
Conduit Road. Immediate possession.

Apply to—
No. 9, Bellios Terrace.
Hongkong, 17th May, 1906. [1081]

TO LET.

SEYMOUR ROAD LOWER, No. 31.

Apply to—
SAM WANG CO., LD.,
31, Queen's Road Central.
Hongkong, 6th February, 1906. [366]

TO LET.

ONE OFFICE ROOM on second floor
PRINCES' BUILDINGS.

Apply to—
REUTER, BROCKELMANN & CO.
Hongkong, 2nd July, 1906. [1343]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [780]

TO LET.

"NEW KINGSCLORE," with Stables.
Entrances in both Kennedy and Mac-
donnell Roads.

Owners will, if required, convert the Main
Building into a Boarding House, with large
Drawing and Dining Room Accommodation
and 37 Bedrooms. CHEAP RENTAL.

For full particulars, apply to—
LINDSEY & DAVIS
Hongkong, 28th June, 1906. [1324]



\$15.00 PER CASE.
A. S. WATSON & CO., LD.,
 WINE & SPIRIT MERCHANTS,
 ALEXANDRA BUILDINGS,
 ESTABLISHED, A.D. 1841.

BLIND LEADER OF THE BLIND.

AN ARCHDEACON'S BET.

The spiritualistic phenomena which Archdeacon Colley challenges Mr. Maskelyne to produce by trickery may be roughly classified as follows:—

1. To produce a child and other full-sized forms from the side of a medium in full daylight.

2. To make such forms speak and write.

3. To make such forms disappear or dematerialise while they are being held in the arms of one of the onlookers.

4. To send a parcel of muslin seventy miles in about five minutes.

If Mr. Maskelyne can make it appear that he produces these phenomena by trickery Archdeacon Colley states that he is prepared to pay £1,000 and all expenses to Mr. Maskelyne, and that he has already placed the money in a bank for this purpose.

In the course of a detailed statement on his spiritualistic experiences, the Archdeacon says:—

"Here is an extract from my diary—December 28, 1877:—Five of us were to-night with our esteemed medium in my room—52, Bernard-street, Russell-square, London. The first abnormal form that came to us on this occasion was that of a little child, like that of any English child of six or seven years of age. This small figure, in view of us all—three gas jets being full on at the time, with warm fire-light—grew into life before us.

"When in expectation of a materialisation, there was seen steaming as from a kettle spout, through the texture and substance of the medium's black coat a little below the left breast toward the side, a vaporous filament, which would be almost invisible until within an inch or two inches of our friend's body, when it grew in density to a cloudy something, from which (and apparently using up which for the quick evolving of much white raiment) there would then stand, as it were forth timidly, as did this little maiden, or in the same way boldly and naturally, to communion with us other of our frequent psychic visitors.

"The child-form now abnormally present with us, clad in white, and having beautiful golden hair, had all the actions of human girlhood—clapped its little hands, pursued its mouth for kisses we each gave it, spoke in a childish manner with a slight lisp, the medium, like an elder brother, instructing it and sending the little on hither and thither to bring this thing or that from different parts of the room, which she went for and brought us in a way quite natural. Then, drawing with winsome confidence to the masculine author of its temporary being, the dainty creature was gradually absorbed, and disappeared, to melt again into our friend's body.

"Once, on September 25, 1877, when several faces of womanly attractiveness appeared at, and only partly issued from, the medium's left side, I touched each of them in turn, covering his eyes with my left hand. The, however, instantly felt the brow, chin, cheek, or lips that I touched with my right hand."

It is stated that the "medium" who convinced the Archdeacon has been in prison as an impostor. The famous illusionist replied as follows:—Archdeacon Colley's explanation of the exposure of his medium is absolutely absurd, which will be seen when the facts are published. I have requested Mr. H. B. Lodge, of Huddersfield, to send you a full description of the exposure, which you will, doubtless, receive in the course of a post or two. I wonder if the Archdeacon remembers another exposure of the medium during this time he was curate at Portsmouth. This medium came down from London to give a séance at a friend's house. "Materialisation" took place, and were accepted by Archdeacon Colley as genuine; but the lady of the house was sceptical, and the following morning, during the absence of the medium, a key was found which would open his box. Archdeacon Colley was sent for, and was most indignant at the suggestion of fraud, and demanded that the contents of the box should be examined. The result was the discovery of the whole of the parties used for the manifestations—masks, beads, hands, gauze, etc.—J. R. MASKELYNE.

ANARCHISTS IN LONDON.

SAVES WORSE THAN SLAYERS.

There are probably ten thousand Anarchists—resolute, uncompromising enemies of rule—in London to-day. No other capital in the world has such an aggregation of scoundrels. Continental nations, with the possible exception of Switzerland, will not tolerate them. An Anarchist is a madman. That is the opinion of Mr. John Sweeney, who for tireless years waged such war as the law permits in our tight little island upon bomb makers and bomb throwers.

There is nothing picturesque about the personality of the Anarchist. He is not the raven-haired, melancholy-eyed, swarthy-skinned creature of the popular fancy and the novelist's conceit. He is simply a madman of the most dangerous and revolting type. There are few Englishmen who associate themselves with aggressive Anarchism. The majority are French, Spanish, German.

It is a remarkable fact that most eloquent and prolific speakers at Anarchist councils are themselves the least to be feared. The tongue is an excellent safety valve. The speaker is really himself. It is the gloomy, silent, morose man who strikes. He is the tool of the gibbeted orator.

Early in the September of 1901 a woman declared vehemently in New York against the sins of governors, and poured invectives upon royal heads. A mid-aged youth listened with anger that was sharply fanned by the whirlwind of abuse into better and unbecomingly fire. Leon Czolgosz went from the meeting with murder in his heart. A few days later William McKinley, President of the United States, was assassinated by this same Czolgosz. "Silence these speakers," says Mr. Sweeney, "and you have dealt a staggering blow to Anarchy. I would make a point of offence for anyone to proclaim himself an Anarchist, or to preach Anarchism. Tell you do this, and tell you teach your Anarchist as a dangerous and irresponsible fellow, no measures can ensure the safety of royal and other highly-placed personages."

"The work of these madmen is constantly going. Some of them are under the lynx eyes of a Scotland Yard man. Others have managed to keep their secret, and it will only be known when a terrible catastrophe strikes the world. Is one of the by-streets of East London is a little stationer's shop. It looks innocent enough. The neighbours can buy their newspapers there, or their notepaper, or their bottle of ink. Little does the passer-by suspect that under the boards on which he stands to be served a small hand printing press is silently throwing off reams of seditious literature and every Continental language. Yet it is so, and what is more, the police know of it and are powerless to interfere.

It has been stated that bombs are not made in England. This, unfortunately, is not true. Scotland Yard is even now searching for a secret factory, the existence of which has been more

than suspected. It is likely that a group of men, busily engaged in filling iron cartridges with picric acid and fitting on fulminate of mercury detonators, will one day be surprised in the midst of their deadly work.

The police are active and untiring; but they are handicapped by the weakness of the law. When they suspect that treasonable intrigue is on the way and wish to keep in touch with the movements of aggressive Anarchists they have to make irregular entry on a dimly and convenient pretext. It was by some such means that the wholesale manufacture of bombs at Walsall was discovered.

Under the direction of Mr. Sweeney, who secured the conviction of four or five desperate men, who afterwards served long terms of penal servitude.

An expert in explosives told me that Anarchists obtain posts in British explosive works. They are thus able to secure entrance into the "danger zones," and there are able to see some of the processes of manufacture.

"There are several methods of making bombs," he said. "One nitro-glycerine was used exclusively as a charge. A mixture of nitric acid, sulphuric acid, and glycerine makes a strong explosive, and when combined with wood fibre it is fairly safe. But there is always the danger of concussion and of explosion at high temperature.

"The high explosive generally used by Anarchists is picric acid. This is the principal ingredient of the English lyddite and the French molinite. It is also used in the manufacture of the Japanese shimose, which was so effective during the Russo-Japanese war. Picric acid is a yellow crystal, and is a constituent of several dyes. It can easily be obtained, and can be carried in an ordinary bottle.

"There are also compounds of ammonite, which, however, are very volatile and difficult to keep in condition.

"In any case, a very small vessel is necessary for a bomb. Some that were used in St. Petersburg were about the size of an ordinary ink-bottle."

"Something will have to be done to subdue these maniacs," said Mr. Sweeney, when discussing the matter the other day. "A declaration of Anarchical creed should be regarded as a crime, and the propagation of Anarchical doctrines should be punishable by law. When I first expressed this view, I quite expected that my words would be quoted in Parliament. It would seem as though circumstances are hurrying matters on.

"Anarchists are a constant and deadly menace. What precaution for in time, Mr. Sweeney walked over to the window of his office, and waved a hand in the direction of the street, "could prevent a man who had made his way into this room flinging a bomb into the street?"

The public gathering of Anarchists in Hyde Park are responsible for much. The speakers inflame the listening crowds, and one of the number, with ill-formed judgment, goes forth to execute hastily conceived designs.

Anarchists are not drawn from the better classes. Some of them are half-educated. The majority of them are the scum and refuse of the Continent. They do not work; they do exact money from enthusiastic people who are dissatisfied with the existing order of things. Will not something be done now?"—Daily Express.

COTTON-GROWING IN THE NEW TERRITORY.

The comparatively barren nature of the soil of the New Territory is a source of regret and indeed anxiety to those who are charged with the reclamation and the prosperity of the Kowloon Hinterland. There can be little increase in the revenue from what is called "trade." Agriculture and mining are the only industries which can be looked upon as capable of any marked development. Some years ago cotton-culture was attempted, but owing to the barren nature of the soil it was not a success. Now, however, there is a species of cotton, said to be grown in Saigon, the seed of which was introduced from Australia, which is capable of being cultivated in barren soil. A light sandy soil suits it, if there is sufficient rainfall. The plant matures in two years, and then for several decades will flourish and bear pods. Mr. Dunn of the Afforestation Department seems inclined to make another trial, says the N. C. Daily News correspondent. Certainly an attempt should be made to improve the agriculture of this acquired territory, and there would be found in Hongkong an ample market for all the produce which would be for homeing, if it were moderately good.

In all countries and in all ages democracy has worn the same aspect. Cradled in peace, sentimental in word, it has ever brought with it a virgility and ruin. Above all, it is characterized by an absolute lack of humor. If only it would laugh, how much misery and wickedness it would save the world! But it cannot laugh. It repeats an ancient proverb with a mindless solemnity, and believes that it is doing good.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Charming, Last Charmant and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 731

KINGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.

CAPE CAMI LIGHTHOUSE: CHANGE IN COLOUR OF TOWER.

NOTICE IS HEREBY GIVEN that on the 1st August, the Colour of CAPE CAMI LIGHT TOWER will be Changed from White to WHITE and BLACK Horizontal Bands.

J. S. ENRIGHT,
 Acting Harbour Master.

Approved:—
 CHAS. KLEINE,
 Assistant in Charge,
 Customs House
 Kingchow, 25th June, 1906.

Apollinaris
 "THE QUEEN OF TABLE WATERS."

THE ROYAL PRUSSIAN
 State Medal, 1902

AND THE
 Gold Exhibition-Medal,
 Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904.

Annual Sale 30,000,000 Bottles

\$16.00

WILL BUY A CASE OF

GREGOR & CO'S
IMPERIAL HIGHLAND
WHISKY

(RED TRIANGLE).

GREGOR & CO.,

QUEEN'S ROAD CENTRAL.

CASH less 10 per cent. CREDIT less 5 per cent.

(38-1)

The best beverage

to take with your food is cocoa, and the best cocoa is Van Houten's Cocoa. It does not retard digestion, it assists it.

"Easy of assimilation and digestion."—
 The Lancet.

"Extremely easy of digestion, light and nourishing."—Court Journal.

van Houten's Cocoa

A Cocoa you can Enjoy.

Careful Attention

should always be given to the teeth, not merely because clean, white teeth form so valuable an ornament to everyone's appearance, but also because they must be kept fit for the performance of their primary function—mastication.

Calvert's
Tooth Powder

Cleans the Teeth

easily, pleasantly and thoroughly, as its enormous sale all over the world clearly shows, leaves the mouth deliciously refreshed, and fulfils the requirements of modern hygiene by its antiseptic value.

Sold by all local Chemists and Stores.

Made by F. C. Calvert & Co., Manchester, Eng.

867-1



MITSU BISHI GOSHI-KAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
 MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI," which applies to all Branch Offices.

All ABC 54th Ed. Western Union Codes used.

Manager, Mitsui Bishi Co., with name of place under.

Branch Offices:—
 NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—
 YOKOHAMA: M. ASADA, Esq.

CHUNKING: Messrs. GRADING & CO.

MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takashima, Ochi, Shinsen, Naniwa and Kani-Yamada Collieries, and also Heio Colliery, which will shortly be ready to produce on a large scale the best Bitum Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

1896

INSURANCES

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIMPSON & CO.

Hongkong, 1st January, 1904.

PLATE GLASS

IS INSURED against Breakage from any cause whatsoever (except fire and explosion) by the

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

Hongkong, 3rd July, 1906. [1354]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904
 £17,161,299.

I. AUTHORIZED CAPITAL, £3,000,000
 SUBSCRIBED CAPITAL, £2,750,000
 PAID-UP CAPITAL, £637,500 0 0
 II. FUND, £3,012,266 12 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, 30th June, 1905. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.

Hongkong, 21st April, 1897. 311

DAVID CORSAIR & SON'S

MERCHANT NAVY BOILED

LONG FLAX CANVAS

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBBERG & CO.

Sole Agents.

THE DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00
 Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.

Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry.

Coke Importers, General Storekeepers and Commission Agents.

35 & 37, Hing Loong Street (1st Street, West of Central Market), Telephone No. 515.

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PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain T. Ainslie, R.N.R.

This Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M. and from Macao at 2.30 P.M.

FARES:—Week days 1st Class (including cabin and servant), Single \$3, Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY:

1st Class, Single ... \$1.00

With Cabin ... \$2.00

1st Class, Return ... \$2.00

With Cabin ... \$3.00

3rd Class, Single ... 40 Cts.

Return ... 60

Stowage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Butler cleaning, sea notices will be given by a Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.

2nd Floor, 15, Victoria Street.

Hongkong, 22nd June, 1906. [2]

SHIPPING

ARRIVALS

BECK VON, British str., 2,449 A. W. S. Thomson, 3rd July—Moji 28th June, Coal—Shewan, Tomes & Co.

CASPER, Norwegian str., 775, John Martin, 4th July—Singapore 26th June, Petroleum—Order.

CHRONOSIMO, British steamer, 4th July, from Canton.

DEWEY, British str., 1,563, J. Jenkins, 4th July—Saigon 26th June, Rice and General—Chippes.

EUPHRATE, French str., 4,423, Bru, 4th July—Antwerp 2nd May and Colombo 22nd June, Railway Materials—Messageries Maritimes.

ISOLAND, U.S. transport, 600, Scott, 3rd July—Mandi 28th June.

ISCHIA, Italian str., 1,182, G. Bolero, 4th July—Bombay and Singapore 26th June, General—Carlowitz & Co.

KWONGSANG, British steamer, 4th July, from Canton.

MERINO, Chinese str., 1,331, Steeman, 4th July—Shanghai 30th June, General—Chippes.

OMFA, British str., 5,476, James Riley, 4th July—London 26th May and Singapore 26th June, General—Butterfield & Swire.

REIN, Norwegian str., 732, N. C. Mathison, 4th July—Helsing 27th June, Timber—Bradley & Co.

TATLINGS, Dutch str., 3,061, N. W. J. Janssen, 4th July—Mussor 26th June, General—Java China Japan Line.

THURMO, German str., 733, Kayser, 4th July—London 3rd July, General—Johnson & Co.

ZIETEN, German str., 1,950, F. v. Binzer, 4th July—Yokohama, Shanghai 30th June and Pootow 3rd July, Mails and General—Melchers & Co.

CLEARANCES
At the Harbour Master's Office
July 4th.

Apia, British str., for Singapore.

Bahia, French str., for Shanghai.

Line, French str., for Kwan-chuan.

Kwangtung, British str., for Shanghai.

Morpo, Chinese str., for Canton.

Telancher, British str., for Saigon.

DEPARTURES
July 4th.

AKASHI MARU, Japanese str., for Swatow.

BAYERN, German str., for Shanghai.

CARL DREIBERGER, German str., for Hongkong.

CHASSAC, British str., for Hongkong.

COLONIA, Italian str., for Hongkong.

FRANK, British str., for Shanghai.

HALLAS, British str., for Hongkong.

HARMON, British str., for Swatow.

HANOR, French str., for Hongkong.

HONGKONG, British str., for Amoy.

KAGAN, British str., for Canton.

KIRKLAND, British str., for Shanghai.

LYRIA, British str., for Hongkong.

POWELL, British str., for Singapore.

PRINZ SIGISMUND, German str., for Kowloon.

TORRENS, Norwegian str., for Kowloon.

WOSKON, German str., for Hongkong.

SHIPPING REPORTS

The Chinese str. *Mei-yen* reports moderate N.E. winds and fine weather.

The French str. *Typhoon* reports very fine weather, light gentle breeze, variable moderate S.W. swell.

The British str. *Deventer* reports experienced light S.W. monsoon from Cape St. James to Cape Vanella, and from there to Port Light easterly winds, with clear weather and smooth sea.

VESSELS IN DOCK

July 4th.

ARRIVED DOCKS—
Kowloon Docks—*Alfa*, *Stadler*, *Mogel*, *Hercules*, *Monteale*, U.S.A.T. *Ingalls*.
COSMOPOLITAN DOCK—*Eastford*.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC" will be despatched for the above Ports on or about MONDAY, 9th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 3rd July, 1906. [12]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-HANGKOW LINE.

FOR HANGKOW VIA SWATOW.

THE Chartered Steamship

"KANJU MARU" will be despatched on or about TUESDAY, the 10th inst., at Noon. To be followed by the Chartered Steamship "TOMETHUS".

Captain Cornhill, will be despatched on or about TUESDAY, 10th inst., at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, 4th July, 1906. [1306]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship

"DELTA," Captain C. L. Daniel, carrying 116 Majesty's Mails, will be despatched for the above ports in connection with the Company's steamer *Britannia*, 6,325 tons, from Colombo, secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Himalaya*, due in London on 26th August.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 2nd July, 1906. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	About 4th inst.
LONDON & ANTWERP	GLENSK	Brit. str.	—	J. Rafferty	McGREGOR BROS. & GOW	About 10th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	1 m.	C. L. Daniel	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th inst.
LONDON, AMSTERDAM & ANTWERP	PRINCE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	ORIENT	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Aug.
MARSEILLES, &c. VIA PORTS OF CALL.	TOURANE	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 10th inst., at 1 p.m.
HAVER & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.	F. v. Binzer	HAVER & HAMBURG	To-day, at Noon.
HAVER & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k.w.	Pass	HAVER & HAMBURG	On 24th inst.
HAVER & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Luining	HAVER & HAMBURG	On 7th Aug.
HAVER, ROTTERDAM & LIVERPOOL	ALCANTARA	Brit. str.	1 m.	Muller	HAVER & HAMBURG	On 21st Aug.
COPENHAGEN & BALTIC PORTS	NORDKAP	Den. str.	—	Brink	BUTTERFIELD & SWIRE	About 20th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Ger. str.	k.w.	Damianovich	SANDER, WILDER & CO.	On 2nd Aug., p.m.
NAIPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	SILSIA	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINE	On 10th inst.
NAIPLES, HAVRE & HAMBURG	TEUCHER	Brit. str.	1 m.	Bahle	HAMBURG-AMERIKA LINE	On 4th Sept.
GENOA, MARSEILLES & LIVERPOOL	TYDEUS	Brit. str.	1 m.	Thompson	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	JESSE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Aug.
BOSTON & NEW YORK	ANGLO SAXON	Am. str.	—	—	ARNOLD, KARRER & CO.	About 23rd inst.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	2 m.	—	SHAWMAN, TOMES & CO.	On 10th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 11th inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	NUSSANTIA	Ger. str.	—	Feldmann	PORTLAND & ASIATIC S.S. CO.	On 11th inst., at Noon.
PORTLAND, OREGON VIA SHANGHAI, &c.	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	Loez	MELCHERS & CO.	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	k.w.	St. John George	GIBB, LIVINGSTON & CO.	On 23rd inst., at Noon.
YOKOHAMA & KOBE	ALLESIA	Ger. str.	—	F. J. Fox	HAMBURG-AMERIKA LINE	To-day.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	NUBIA	Brit. str.	—	—	MELCHERS & CO.	About 8th inst.
YOKOHAMA & SAN FRANCISCO	SHIBUKAWA	Brit. str.	—	—	SHAWMAN, TOMES & CO.	About 27th inst.
JAPAN VIA SHANGHAI	TYLWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHEFOO & NEWCHANG	KWILYANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
TIEN-SIN	CHONGHONG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LUTFOLD	Ger. str.	—	—	MELCHERS & CO.	On 18th inst.
SHANGHAI & CHINKIANG	LYDIA	Ger. str.	—	—	SIEMSEN & CO.	To-day.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	k.w.	T. Nemoto	OSAKA SHOSSEN KAISHA	On 8th inst.
SHANGHAI, YOKOHAMA & KOBE	ARMAND BEHIC	Ger. str.	—	—	HAMBURG-AMERIKA LINE	On 5th inst.
SHANGHAI, KOBE & YOKOHAMA	DELHI	Jap. str.	—	J. D. Andrews, R.N.R.	MESSAGERIES MARITIMES	About 9th inst.
SHANGHAI	MASSAN MARU	Jap. str.	—	S. Tagami	P. & O. S. N. Co.	About 12th inst.
TAMSU VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	T. Ohta	OSAKA SHOSSEN KAISHA	On 8th inst., at 10 a.m.
TAMSU VIA SWATOW & AMOY	MAIZUNG MARU	Jap. str.	—	J. Merin	OSAKA SHOSSEN KAISHA	On 11th inst., at 10 a.m.
AMPOY VIA SWATOW & AMOY	HAUMEN	Brit. str.	2 h.	A. J. Robson	DODGINS LARSEN & CO.	On 8th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HOICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
SWATOW, WUHAWEI, CHEFOO & TIEN-SIN	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
MANILA	RUMI	Brit. str.	—	R. Almond	SHAWMAN, TOMES & CO.	On 7th inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.	E. Rodger	SHAWMAN, TOMES & CO.	On 14th inst., at Noon.
MANILA	ZAFIRO	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 10th inst., Noon.
BANGKOK VIA SWATOW	SUNGKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
CERBU & LOILO	AMERIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 7th inst.
SINGAPORE & CALCUTTA	LAISANG	Brit. str.	—	Dobro	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	ISCHIA	Ital. str.	—	—	CARLOWITZ & CO.	On 10th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	—	—	—	—	—	—

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND PORTLAND, OREGON.
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE
SEABOARD

TONS	CAPTAIN	TO SAIL AT NOON
"NABANTIA" 4,370	Feldmann	July 11th, 1906.
"ARABIA" 4,433	Metzenthin	August 14th, 1906.
"RAGONIA" 5,138	Ernst	September 5th, 1906.
"NICOMEDIA" 4,370	G. Meisner	September 16th, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 30th June, 1906. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT AND S. ID.	PESHAWUR	About 4th July	Freight only.
YOKOHAMA VIA SHANGHAI, NUBIA	NUBIA	About 8th July	Freight and Passage.
MOJI and KOBE	F. J. Fox	July	
SHANGHAI	DELHI	About 12th July	Freight and Passage.
LONDON &c. VIA USUAL PORTS	DELTA	Noon, 14th July	See Special of Call.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 24th June, 1906. [1]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amplitudes, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila	On 7th July, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 14th July, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th June, 1906. [15]

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
S.S. "ANGLO SAXON" ... On 10th July.
S.S. "JOHN HARDIE" ... About 20th August.
For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 29th June, 1906. [19]

HAMBURG-AMERIKA LINE.

HOME LINE—OUTWARD.

STEAMERS	DESTINATION	TO SAIL
ALESIA	YOKOHAMA & KOBE	3th July
SPEZIA	SHANGHAI, YOKOHAMA & KOBE	9th July
SAMBIA	SHANGHAI, YOKOHAMA & KOBE	18th July
SAXONIA	SHANGHAI, YOKOHAMA & KOBE	25th July

HOME LINE—HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS

STEAMERS	DESTINATION	TO SAIL
*RIENANIA	NAIPLES, HAVRE, ANTWERP, BREMEN &c.	On 10th July
Capt. von Hoff	HAMBURG via Singapore, Penang & Colombo	
SCHWARZBURG	HAVRE and HAMBURG	On 24th July
Capt. Faass	via Singapore, Penang and Colombo	
ALESIA	HAVRE and HAMBURG	On 7th Aug.
Capt. Luning	via Singapore, Penang and Colombo	
SPEZIA	HAVRE and HAMBURG	On 21st Aug.
Capt. Muller	via Singapore, Penang and Colombo	
*SILESIA	NAIPLES, HAVRE and HAMBURG	On 4th Sept.
Capt. Bahle	via Singapore, Penang and Colombo	

"RIENANIA" Capt. von Hoff.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunks), sofa, table, 2 ward-ropes, 2 washstands, electric fan, etc. Large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity & carries Doctor, Stewardess & Washerman. The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg; to be followed by ss. "HANSRUDE", "HORENSAUFEN", "SCANDIA" and "SILESIA".

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL	Freight
AMBINA	SINGAPORE & CALCUTTA.	7th July.	Freight.
DAPHNE	NAGASAKI & YOKOHAMA.	End of July.	Freight & Passengers.
INDIA	SHANGHAI & CHINKIANG.	3th July.	Freight & Passengers.
LYERMOON	NAGASAKI & YOKOHAMA.	7th July.	Freight & Passengers.
ITHAKA	SHANGHAI.	9th July.	Freight & Passengers.
KOWLOON	SHANGHAI & CHINKIANG.	To follow.	

For Freight and Passage, apply to HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

SIEMSEN & CO. [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,600	E. V. Roberts	On 27th July.
TREMONT	9,600	T. W. Garlick	On 22nd August.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 25th April, 1906. [17]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO. (Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISCHIA," Captain Doder, will be despatched as above on TUESDAY, the 10th July, at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 30th June, 1906. [14]

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MESSINA, NAPLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship "TOURANE," Captain Girard, will be despatched for MARSAILLES on TUESDAY, the 10th July, at 1 p.m. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in Europe.

Next sailings will be as follows:
S.S. "TONKIN" ... 24th July.
S.S. "ARMAND BEHIC" ... 7th Aug.
S.S. "ERNEST SIMONS" ... 21st Aug.
S.S. "CALADON" ... 4th Sept.
S.S. "POLYNESIE" ... 18th Sept.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th June, 1906. [2]

"GLEN" LINE OF STEAMERS. FOR LONDON AND ANTWERP.

THE Steamship "GLENESK," Captain J. Rafferty, will be despatched as above on or about the 10th July. For Freight and Passage, apply to McGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1906. [1272]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG, 1906.
About 25th July.
For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 26th June, 1906. 787

ORIENTAL PACIFIC LINE. FOR YOKOHAMA & SAN FRANCISCO.

THE Steamship "DAKOTAH," will be despatched for the above Ports on or about the 10th August. For Freight and further particulars apply to SHAWMAN, TOMES & CO., Agents.

Hongkong, 23th June, 1906. [1325]

VISITORS TO CANTON. FROM HONGKONG TO CANTON BY THE PEARL RIVER.

CAPTAIN C. V. LLOYD (ss. "HANKOW") With Illustrations, Maps and Plans.

Price ... \$1.50

On Sale at—
Hongkong: "Daily Press" Office, Messrs. KELLY & WALSH, Messrs. W. BREWSTER & CO. Canton: Messrs. A. S. WATSON & CO. Hongkong, 4th October, 1904.

Cutler, Palmer & Co.'s SPECIAL BLEND WHISKY.

SHIPPERS Cutler, Palmer & Co., London. AGENTS SIEMSEN & CO., HONGKONG.

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OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FOUR-DAY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"OARFA"	On 4th July.	
GLASGOW and LIVERPOOL	"LAERTES"	On 12th July.	
GLASGOW and LIVERPOOL	"POLYPHOENUS"	On 12th July.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.	
GLASGOW and LIVERPOOL	"DIOMEDE"	On 2nd August.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 9th August.	
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.	
GLASGOW and LIVERPOOL	"CHITON"	On 23rd August.	

OUTWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.	
LONDON, AMSTERDAM and ANTWERP	"TEUCER"	On 24th July.	
LONDON, AMSTERDAM and ANTWERP	"PINGUEY"	On 31st July.	
LONDON, AMSTERDAM and ANTWERP	"ORPHEUS"	On 14th August.	
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 21st August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.	
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"OARFA"	On 6th July.	
NAGASAKI, KOBE and YOKO-	"TELEMACHUS"	On 4th August.	
HAMA			

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	On 14th July.	
	"TYDEUS"	On 15th August.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9.10]

Hongkong, 25th June, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
CERU and HOLOLO	"SUNGKIANG"	On 6th July.	
CHEFOO and KEWCHUANG	"KWEIYANG"	On 7th July.	
MANILA	"TAMING"	On 10th July.	
SWATOW, WEIHAUWEL, CHEFOO, and TIENTSIN	"HUICHOW"	On 12th July.	
MANILA, ZAMBANGA, DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 18th July.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 25th June, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 8th July, at 10 A.M.
TAMUI VIA SWATOW AND AMOY	"JOSHIN MARU"	SUNDAY, 15th July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"SHOSHU MARU"	SUNDAY, 8th July, at 10 A.M.
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 11th July, at 10 A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days across the Pacific to the "EMERALD LINE" Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA TO VANCOUVER.
25 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMERALD OF JAPAN"	6,000	1st Aug.
"MONTAGUE"	5,500	11th Aug.
"EMERALD OF CHINA"	6,000	22nd Aug.
"PAIFAR"	4,425	1st Sept.
"EMERALD OF INDIA"	6,000	12th Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, either at
SEA or LAND, NAGASAKI through the INDIAN SEA OF JAPAN, KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via Suez, 29 days; via New York 42 days.
Intermediate on Steamers) 49 days.
and 1st Class Rail 41 days.
R.M.S. "MONTAGUE," "PAIFAR" and "ATHENIAN" carry Intermediate
passengers only to intermediate rates, affording superior accommodation for that class.
SEVERAL RATES (First class only) granted to Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
J. B. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier

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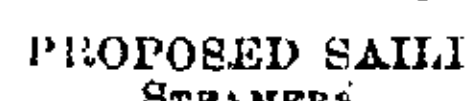
IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
ZIETEN	THURSDAY	5th July
ROON	WEDNESDAY	11th July
SEYDLITZ	WEDNESDAY	18th July
HAYERN	WEDNESDAY	1st August
PRINZ REGENT LUITPOLD	WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	22nd August
SACHSEN	WEDNESDAY	12th September
PRINZ HEINRICH	WEDNESDAY	26th September
ONEISENAU	WEDNESDAY	10th October
PRINZ LUDWIG	WEDNESDAY	24th October
PRINZESS ALICE	WEDNESDAY	7th November
PREUSSEN	WEDNESDAY	21st November

ON THURSDAY, the 5th day of JULY, 1906, at Noon, the Steamship "ZIETEN"
Captain F. v. Binger, with MAILS, PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at Naples, Genoa and GIBRALTAR, and
Shipping Orders will be granted till Noon, on TUESDAY, the 3rd July. Cargo and
Specie will be received on Board until 5 p.m. on WEDNESDAY, the 4th July, and Passen-
gers will be received at the Agency's Office until Noon, on WEDNESDAY, the 4th July.

* Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lb.,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class £61 0 0, 2nd Class £42 0 0, 3rd Class £22 0 0.

TO NAPLES, GENOA and GIBRALTAR return 97 0 0.

TO SOUTHAMPTON, LONDON, BREMEN
and HAMBURG return 97 0 0.

TO NEW YORK VIA SUEZ
via NAPLES, GENOA or GIBRALTAR return 115 0 0.

via BREMEN or SOUTHAMPTON return 125 0 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or GIBRALTAR and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
Genoa or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from CALCUTTA to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EUROPE: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
and MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
PRINZ SIGISMUND	TUESDAY	24th July.
WILHEHAD	TUESDAY	21st Aug.
PRINZ WALDEMAR	TUESDAY	18th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class £50 0 0, 2nd Class £30 0 0, 3rd Class £20 0 0.

TO MANILA ... £28 0 0, TO NEW GUINEA ... £28 0 0, TO BRISBANE ... £28 0 0.

TO SYDNEY ... £28 0 0, TO MELBOURNE ... £28 0 0, TO YOKOHAMA ... £28 0 0.

TO YOKOHAMA and back from KOBE ... £28 0 0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class £50 0 0, 2nd Class £30 0 0, 3rd Class £20 0 0.

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £27 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA ... £27 0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ... PRINZ REGENT LUITPOLD Wednesday, 18th July.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. & K. K. and from New York to Europe by the Magificent Express Steamers of the
Norddeutscher Lloyd are issued at the following rates: 1st Class £27 0 0.

To London via Plymouth or Southampton ... £27 0 0.

To Bremen ... £27 0 0.

To Paris via Cherbourg ... £27 0 0.

To Naples, Genoa via GIBRALTAR ... £27 0 0.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS. [5]

Hongkong, 5th June, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
TIENTSIN	"CHONGSHING"	Friday, 6th July, 4 p.m.	
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 6th July, 3 p.m.	
MANILA	"YUENSANG"	Friday, 6th July, 4 p.m.	

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chafon, Tientsin, Newchwang & Yangtze
Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**
GENERAL MANAGERS. [18]

Hongkong, 4th July, 1906.

EAST ASIATIC CO., LTD. COPENHAGEN.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIC PORTS.

STEAMERS	TO	DATE
S.S. "NORDKAP"	on or about the 2nd July	from Hongkong
S.S. "KINA"	on or about the 5th Aug.	from Hongkong
S.S. "SIBIRIEN"	on or about the 1st Sept.	from Hongkong

FOR YOKOHAMA AND KOBE.

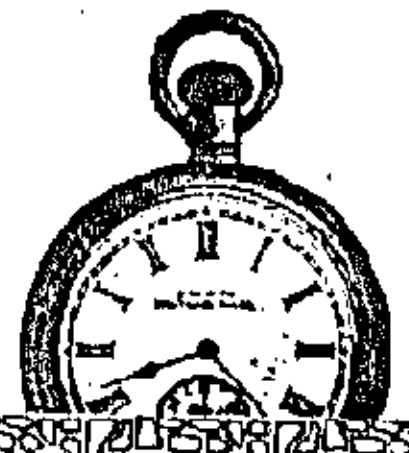
S.S. "SIBIRIEN" on or about the 27th July from Hongkong.

For Further Particulars, apply to

MELCHERS & CO.,

AGENTS. [1357]

Hongkong, 3rd July, 1906.



WALTHAM WATCHES

SHIPPING IN PORT.

STEAMERS.

ABERLOUR, British str., 2,631, P. K. Barnett, 28th June—Moji 22nd June, Coal—Doddwell & Co.

AAJAX, British str., 4,473, H. E. Batt, 3rd July—Poochow 1st July, General—Butterfield & Swire.

ALDERSHOT, British str., 1,354, W. W. Adam, 4th June—Saigon 1st June, Rice—Doddwell & Co.

ALEXIA, German str., 5,278, H. Luning, 1st July—Hamburg and Singapore 28th June, General—Hamburg-America Line.

BEN NEVIS, British str., 2,400, Pritchard, 21st June—Newcastle (N.S.W.) 31st May, Coal—Sheehan, Tones & Co.

CANTON MARU, Japanese str., 1,367, S. Hirai, 27th June—Kobe 17th June, Coal and Gen.—Order.

CHRONOS, British str., 1,236, S. J. Payne, 28th June—Tientsin 21st June, General—Jardine, Matheson & Co.

CHOWA, German str., 1,555, J. Spieser, 2nd July—Kobe 24th June, Rice—Butterfield & Swire.

CHOWA, German str., 1,115, W. M. Hermann, 28th June—Bangkok 20th June, Rice—Butterfield & Swire.

DAIJO MARU, Japanese str., 1,508, S. Tagami, 2nd July—Tientsin 30th June, General—Osaka Shosen Kaisha.

DAKOTA, American str., 1,305, Emil Francke, 2nd July—Seattle 7th June, and Shanghai 29th, General—Nippon Yusen Kaisha.

DEFAIR, Norwegian str., 1,102, J. Biig, 24th June—Chinkiang 18th June, General—Chinco.

EMPRESS OF JAPAN, British str., 3,039, H. Pybus, 3rd July—Vancouver 11th June and Shanghai 1st July, Mails and General—C. P. R. Co.

FEI, Norwegian str., 860, C. Wagle, 26th June—Newchwang 18th June and Seaton 29th June, General—Aagaard, Thorsen & Co.

HANS WAGNER, German str., 963, J. Kage, 2nd July—Saigon 1st June, Rice—Lau, Wagoner & Co.

HEIMDAL, Norwegian str., 761, T. Johnson, 10th June—Hilphong 13th June, General—A. R. Marty.

HUE, French str., 705, Godimar, 3rd July—Hilphong, Hoihow and Kwangchauwan 2nd July—General—A. R. Marty.

KALAMIA, British str., 2,400, Weather, 29th May—Moji 23rd May, Coal—Bradley & Co.

KALIAN, British str., 1,143, Lewis, 3rd July—Shanghai 29th June, General—Butterfield & Swire.

KROONVA, German str., 1,115, Kohler, 2nd July—Bangkok and Swatow 1st July, Rice—Butterfield & Swire.

KRUTSPOND, British str., 2,501, Lawler, 27th June—Port Kemba 18th June, Coal—Messageries Maritimes.

KWIKYANG, British str., 1,041, Dawson, 1st July—Chefoo 26th June, General—Butterfield & Swire.

KWONGSANG, British str., 1,428, W. P. Baker, 30th June—Shanghai and Swatow 29th June, General—Jardine, Matheson & Co.

LAERTES, British str., 1,300, J. Jackson, 28th June—Saigon 20th June, Rice—Chinco.

LAISANG, British str., 3,490, P. M. B. Laka, 28th June—Calcutta 15th June and Sri Lanka 23rd June, General—Jardine, Matheson & Co.

LIEVENHO, German str., 1,325, Gale, 2nd July—Wuhu 28th June, Rice, Mails, Beans and General—Hamburg America Line.

MAWALANES, American str., 832, A. Frezhold, 26th June—Manila 22nd June—Cargum, 2nd July—General—J. W. Saunders.

MANCHURIA, American str., 8,750, J. W. Saunders, 25th May—San Francisco 18th June, Mails and General—P. M. S. S. Co.

MONTAGUE, British str., 5,500, S. Robinson, 1st July—Vancouver 14th June and Shanghai 27th June, General—C. P. R. Co.

NEIL MACDONALD, American str., 902, E. O'Neil, 18th June—Manila 16th June—Barron & Co.

N. S. DE ROSARIO, American str., 717, M. Lupo, 18th June—Manila 9th June—Barron & Co.

PRELUDE, German str., 1,252, R. Hap, 12th June—Saigon 7th June, Rice and General—Sander, Weller & Co.

PRIN NANG, German steamer, 1,100, P. von Macdonald, 15th June—Amoy 14th June, General—Butterfield & Swire.

PRINCE OF WALES, German str., 1,207, D. Reimers, 1st July—Bangkok 25th June, Rice—Butterfield & Swire.

PROTECTOR, Danish str., 572, S. Freyberg, 22nd May—Singapore 1

